

## SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

### PROJECT LABEL:

**APN:** 0298-261-46  
**APPLICANT:** Larry Jacinto  
**COMMUNITY:** San Bernardino County  
**LOCATION:** Nice Avenue and Sapphire Street,  
Northeast corner  
**PROJECT NO:** P201600018  
**STAFF:** Jim Morrissey  
**REP('S):** Pat Meyer  
**PROPOSAL:** Tentative Tract Map No. 19991 to create  
sixty-two (62) single family residential lots  
and two (2) lettered lots for an infiltration  
basin and water well on 16.88 acres.

**USGS Quad:** Redlands  
**Lat/Long:** 34° 04'1.58"N 117°06'40.08"W  
**T, R, Section:** T1S R2W Sec. 19

**Community Plan:** N/A  
**LUZD:** Single Residential

**Overlays:** FP-2

### PROJECT CONTACT INFORMATION:

**Lead agency:** San Bernardino County  
Land Use Services Department - Current Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0182  
**Contact person:** Jim Morrissey, Contract Planner  
**Phone No:** 909-387-4434  
**E-mail:** Jim.Morrissey@lus.sbcounty.gov  
**Fax No:** 909-387-3249  
**Project Sponsor:** Larry Jacinto  
9555 Wabash Avenue  
Redlands, CA 92359  
**Consultant:** Patrick J. Meyer  
Urban Environs  
1345 Fountain Place  
Redlands, CA 92373  
(909) 794-2151

### PROJECT DESCRIPTION:

#### **Summary**

The proposed project consists of a Tentative Tract Map (TTM) No. 19991 to create sixty-two (62) single-family residential lots and two (2) lettered lots on approximately 16.88 acres. The lettered lots are intended to function as an infiltration basin and water well on a residentially zoned undeveloped parcel that currently includes remnants of a citrus orchard and avocado grove located in the Mentone area of San Bernardino County. The project lies south of the City of Redlands in the community of Mentone. Mentone lies in the unincorporated area of San Bernardino County between the cities of Redlands to the west and Yucaipa to the east.

### **Local Setting**

The project site is zoned Single Residential (RS) and is bounded by RS-20 zoned property to the south, Multiple Residential (RM) to the east, RS to the west and RM to the north. The site is generally bounded by Mentone Boulevard to the north, Nice Avenue to the south, and Sapphire Street to the west. The project site is generally surrounded by single family housing, with the exception of a portion of the land to the northwest that includes a utility service yard and citrus grove, and a portion to the east that includes a vacant field.

### **Development Provisions, TTM 19991**

The development standards in the RS Zone require a minimum lot size of 7,200 square feet, a density of 4 units per acre and minimum lot width of 60 feet for parcels less than 1 acre in size. The subdivision contains an average lot size of 8,655 square feet with a housing density of 3.67 lots per acre and 60 foot lot frontage. At the density permitted per the development code, a total of 67 units could be created. The current density represents 92% of the maximum units that could be created.

The development will not be a gated community and the interior streets are designed to meet the County's standard plans. Primary access to the subdivision's internal lots is provided from two neighborhood streets off Nice Avenue, referenced as Florence Drive and Venice Avenue. The subdivision's interior streets end in cul-de-sacs. The Pedestrian sidewalks extend throughout the subdivision and along Nice and Sapphire Avenues. The project includes a 6-foot high block wall separating lots and along the project's perimeter boundary line. The City of Redlands will provide both sewer and water service for the lots and the project is subject to school fees paid to the Redlands Unified School District.

### **ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

The project site contains actively harvested citrus and avocado groves. The areas surrounding the parcels consist of a mix agricultural property and modern housing developments. To the east of the site there is a grassy field in addition to residential developments. The northern, southern, and western boundaries of the project site are completely surrounded by residential housing and orchard. The elevation within the project area ranges between approximately 1,850 and 1,900 feet above mean sea level (msl). Table 1 below lists the land use districts adjacent to the site.

Table 1: Adjacent Land Use Districts

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	Citrus Orchard and Avocado Grove	RS (Single Residential)
North	Residential	RM (Multiple Residential)
South	Residential	RS (Single Residential) and RS-20M (Single Residential, Minimum Parcel Size 20,000 sq. ft.)
East	Multiple Family, Grassy Field	RM (Multiple Residential)
West	Residential	RS (Single Residential)

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Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Federal: None

State of California: None

County of San Bernardino: Land Use Services- Planning Division, Building & Safety Division, Land Development Division, and Code Enforcement Division; Environmental Health Services; Public Works; Fire, and; LAFCO.

Local: City of Redlands, Redlands Unified School District Development Fees



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## **EVALUATION FORMAT**

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact.** Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. **Less Than Significant Impact.** Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less Than Significant Impact with Mitigation.** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. **Potentially Significant Impact.** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:


The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use/ Planning       | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities / Service Systems      | <input type="checkbox"/> Mandatory Findings of Significance |

## DETERMINATION:

On the basis of this initial evaluation, the following finding is made

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature (prepared by): Jim Morrissey, Contract Planner

  
Signature: Dave Prusch, Supervising Planner

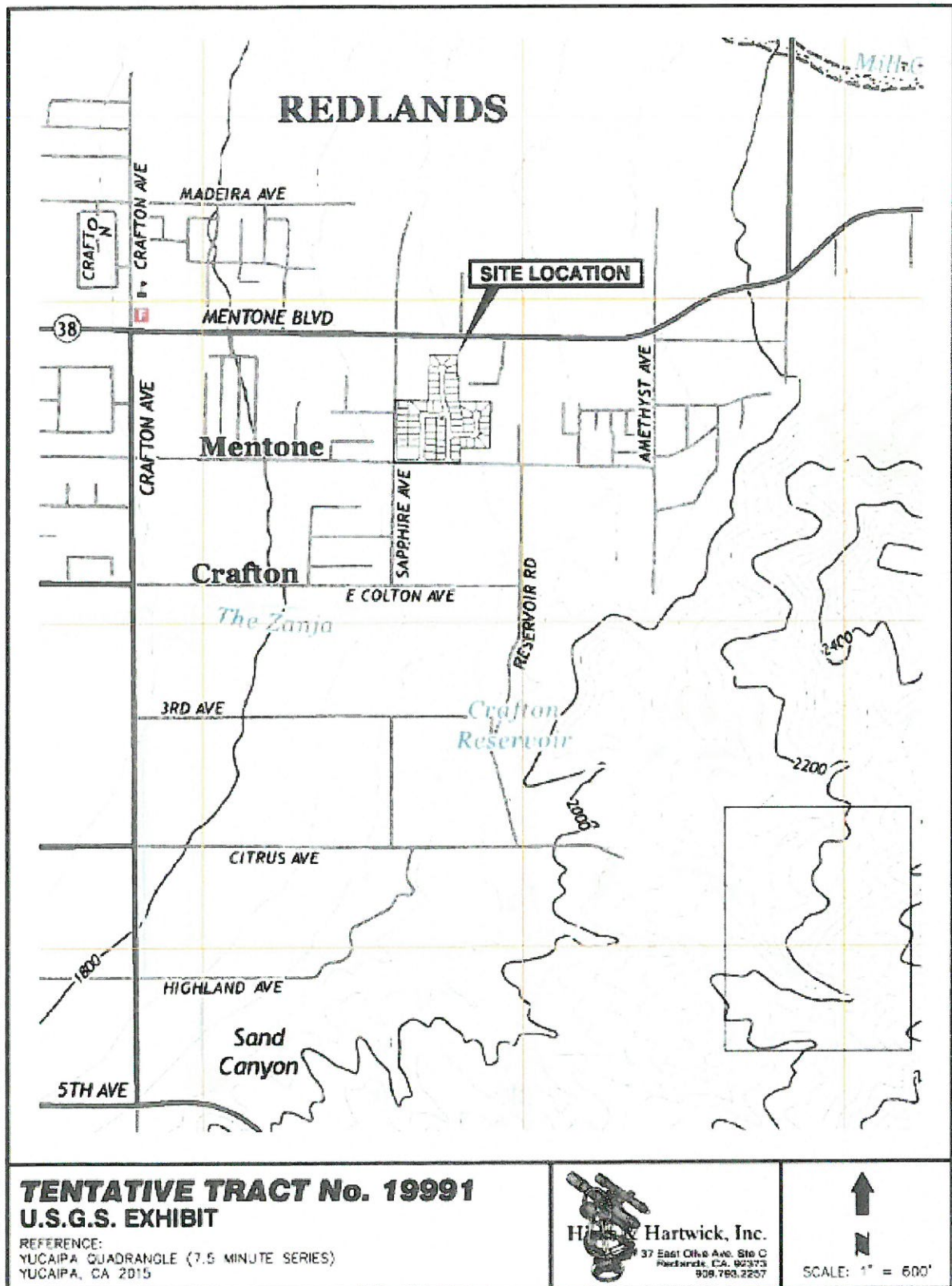
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## **APPENDICES**

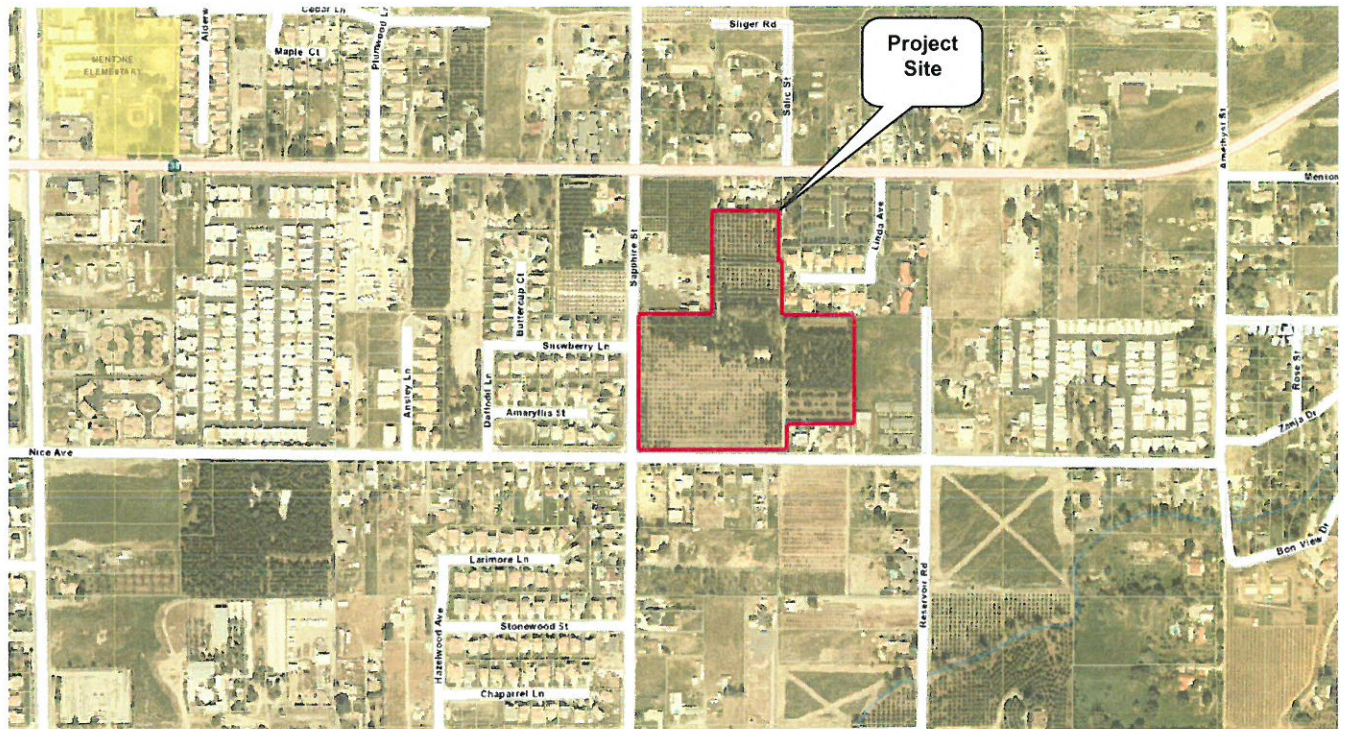
- A.** General Biological Resources Study.
- B.** Traffic Impact Analysis
- C.** Preliminary Geotechnical/Geology Study

Vicinity Map





**Project Site**  
**Citrus and Avocado Orchard**





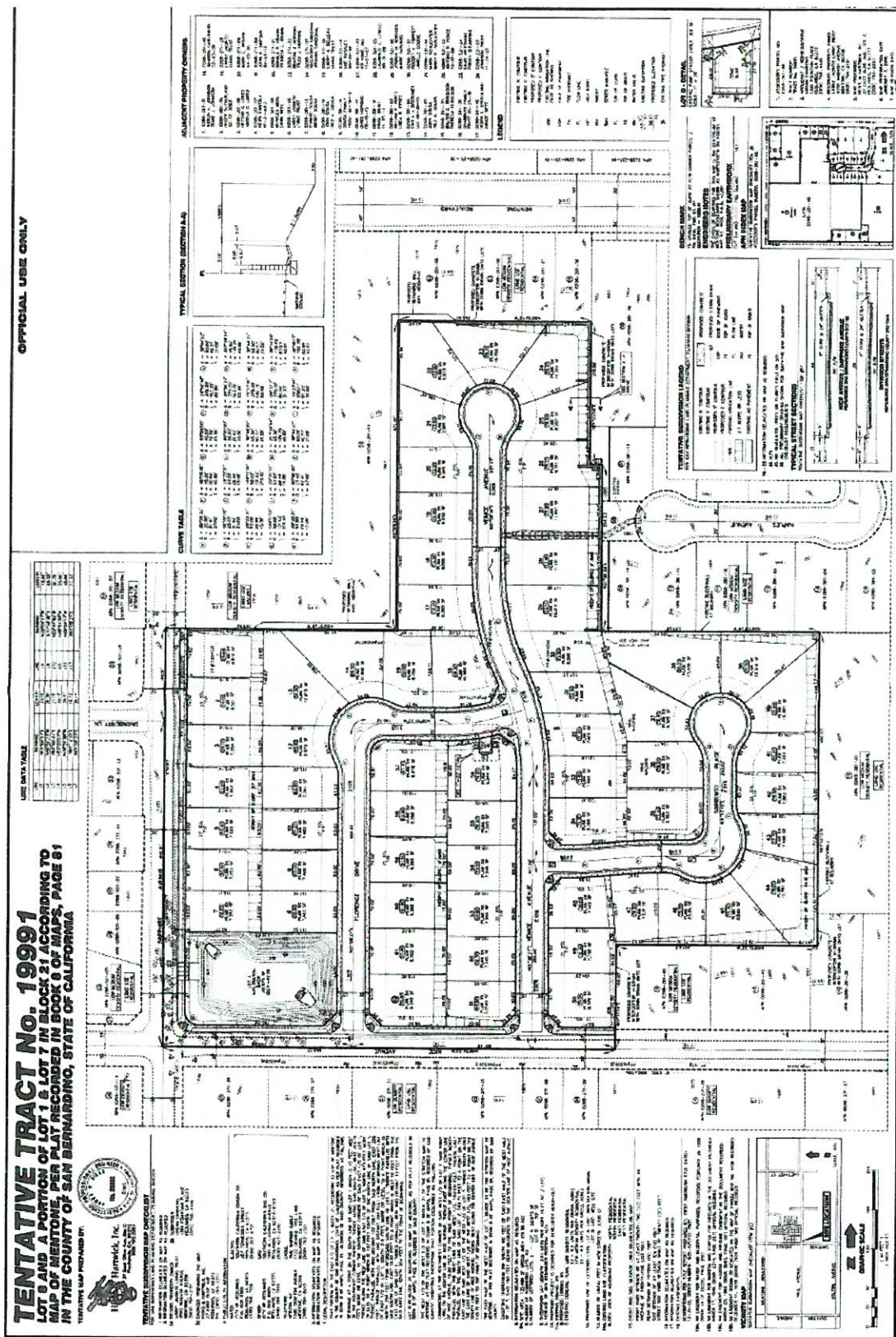


Exhibit 1

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>I. AESTHETICS</b> - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION** (Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):

- I a) **Less Than Significant Impact.** The proposed project is not located within a designated State or local Scenic Corridor and will not have a substantial adverse effect on a scenic vista or other resources. There is little topography in the area or other features which would provide scenic views of the region. The proposed project is located within an area where former orchards have been converted to residential single family use and contains substantial residential single family development.
- I b) **Less Than Significant Impact.** The project is not adjacent to a state scenic highway. In the Mentone area State Highway 38 (Mentone Blvd) is an eligible state scenic highway, but not officially designated. Within the mountains easterly of the project site State Highway 38 is designated a State Scenic Highway. There are no protected, rock outcroppings and historic buildings within the area. The existing citrus and avocado orchard are not listed as protected tree species pursuant to Section 88.01.070 (b) Regulated Trees of the County Development Code. The existing citrus and avocado trees do not fall into the category as "native trees" and consequently a tree removal permit is not required. No impacts are anticipated
- I c) **Less Than Significant Impact:** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings. The site is within an urbanized area containing primarily single family residential development, which include overhead electrical and telephone lines. The project would require the removal of an existing citrus and avocado orchard but no structures. Based on the County's Development Code, the citrus and avocado orchard are not regulated trees requiring the developer to obtain a Tree Removal Permit per Section 88.01.070. The project would allow the development of the site with single-family homes and related infrastructure and improvements (e.g., streets, curbs, perimeter walls, fire hydrants, etc.) which would be at a



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similar scale and character as existing uses and improvements within the general area.

- I d) **Less Than Significant Impact.** The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The proposed project would provide new exterior lighting similar to other adjoining residential areas, including street lights. Existing street lights are located immediately north of the site along Sapphire Avenue and west along Nice Avenue. Street lighting would be hooded and down-shielded to direct lighting onsite and protect surrounding properties from any light glare.

## II. AGRICULTURE AND FORESTRY RESOURCES -

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |   | Potentially<br>Significant<br>Impact | Less than<br>Significant with<br>Mitigation<br>Incorp. | Less than<br>Significant            | No<br>Impact                        |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/>             | <input type="checkbox"/>                               | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?  | <input type="checkbox"/>             | <input type="checkbox"/>                               | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? | <input type="checkbox"/>             | <input type="checkbox"/>                               | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/>             | <input type="checkbox"/>                               | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/>             | <input type="checkbox"/>                               | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**SUBSTANTIATION** (Check ☐ if project is located in the Important Farmlands Overlay):

- II a) **Less Than Significant Impact.** A review of the California Department of Conservation San Bernardino County Important Farmland 2014, found the project site is identified as Unique Farmland, which is defined as "Unique farmland consists of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date." This designation reflects the site's current character. However, this project site is relatively isolated from other citrus groves in the area. The Important Farmland Map displays primarily "Urban and Built-Up" around the project site, reflecting the residential land use designations, except for land south of Colton Avenue, which is approximately one-quarter mile to the south and generally designated Prime Farmland and reflected as such with the County's RL-5-AP (Rural Living, five acre minimum lot size,

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Agricultural Preserve Overlay) designation. Removing the citrus grove from the project site, which has not been recently maintained and is separated from the Prime Farmland area by rural residential development, would not adversely affect crop yields or the viability of other nearby agricultural lands.

- II b) **No Impact.** A review of the Farmland Mapping and Monitoring Program (FMMP), California Department of Conservation San Bernardino County Williamson Act FY 2015/2016, found the project site is located within a Non-Enrolled Williamson Act Land Classification.
- II c) **No Impact.** The site is not zoned as forest land or timberland by San Bernardino County or the State of California Department of Conservation. The area is urbanized land primarily with single family development.
- II d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project site is within the valley region of the county, and is predominately disturbed with existing residential urban development.
- II e) **Less Than Significant Impact:** The proposed project would not result in other changes in the existing environment due to the existing single family residential or urban development surrounding the project site or result in conversion of Farmland to non-agricultural use. The current General Plan land use designation for the project site is RS.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.



	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### SUBSTANTIATION

*The following analysis to assess the Air Quality Impacts associated with TT No. 19991 for the development of 62 Single-Family lots is based on analysis for TT No. 18952 to create 131 Single-Family lots. TTM 18952 is located approximately one (1) mile west from TTM 19991. Both sites are located in Mentone. TT 18952 was approved by the Board Of Supervisors on March 1, 2016. The analysis was prepared by LSA Associates dated October 2014. Both the project site, local and regional conditions are similar to both projects. The analysis contains small adjustments to account for TTM 19991 as the subdivision is 47% less dense than TTM 18952.*

- III a) **Less than Significant Impact.** The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. A project is consistent with the regional Air Quality Management Plan (AQMP) if it does not create new violations of clean air standards, exacerbates any existing violations, or delays a timely attainment of such standards.

The two principal criteria for conformance to an AQMP are 1) whether the project would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations, or delay timely attainment of air quality standards; and 2) whether the project would exceed the assumptions in the AQMP. Based on the analyses noted in responses III.b) and III.c), which has been adjusted to account for the lower housing density, the project would not generate short-term and long-term emissions of volatile organic compounds (VOC), oxides of nitrogen (NO<sub>x</sub>, which are ozone precursors), or PM<sub>2.5</sub> that could potentially cause an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards.

Conformity with adopted plans, forecasts, and programs relative to population, housing, employment and land use is the primary measurement by which the significance of planned growth is determined. The change to regional air quality from the proposed action is small due to the size of the project relative to the size of the air quality basin and because the project does not exceed air quality standards. The projected air quality impacts associated with the Air Quality and Greenhouse Gas Emissions Sections of this document reference the materials prepared by LSA, dated October 2014, for Tentative Tract Map (TT) 18952. That analysis demonstrates that the project related emissions are below the significant threshold levels and therefore considered consistent with the region's AQMP, because the proposed project is 47% less dense than TTM 18952. As such, no significant emission impacts are anticipated. Consequently, impacts will be less than significant.

- III b) **Less Than Significant Impact with Mitigation Incorporated.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Air quality impacts would include construction exhaust emissions generated from diesel- and gasoline powered equipment, construction equipment, vegetation clearing, grading, construction worker commuting, construction material deliveries, and operational activities upon project completion. Fugitive dust emissions include particulate matter and are a potential concern because the project is in a non-attainment area for PM-10 and PM-2.5, as well as ozone.

#### Construction Phase

Dust is a concern during construction of new homes and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative and conjectural.

As noted above, construction emissions which were previously calculated by using California Emissions Estimator Model (CalEEMod) for TTM 18952, located approximately one-mile to the west, have been referenced for use for the current project. CalEEMod is a computer program accepted by the SCAQMD that can be used to estimate anticipated emissions associated with land development projects in California.

Utilizing the equipment fleet shown in the Table H of the Air Quality and Greenhouse Gas Emissions Analysis for TTM 18952 as reference, the estimated daily construction emissions were calculated.

**Daily Construction Emissions (lbs./day)**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
Peak Daily Total	74	79	52	0.073	10	5.3
SCAQMD Thresholds	75	100	550	150	150	55

Based on the above analysis, project construction and operations would neither violate any air quality standard nor contribute substantially to an existing or projected air quality violation. Although impacts are less than significant mitigation measures AQ-1 through AQ-3 are recommended to facilitate monitoring and compliance with SCAQMD's Rule 403.

Operational Phase

Operational emissions for TTM 18952 are listed below.

**Daily Operational Impacts (lbs./day)**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
Total	19	15	64	0.15	9.5	2.9
SCAQMD Thresholds	55	55	550	150	150	55

Because the proposed project is less than one-half the size of the project previously evaluated, it is reasonable to assume the project would not cause any operational emissions that exceed the respective SCAQMD CEQA significance thresholds. However, to ensure the project conforms to the GHG reduction performance standards developed by the county to improve energy efficiency, water conservation, vehicle trip reduction potential, and other GHG reducing impacts, (see Section VII **Greenhouse Gas Emissions**) the project will be conditioned to adhere to the "residential" GHG performance standards as enumerated in the County Greenhouse Gas Emissions Reported dated March 2015 and a dust control mitigation measure has been recommended.

- III c) **Less Than Significant Impact.** As discussed in Response to III b), the project would not exceed SCAQMD criteria pollutant emission thresholds. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin.
- III d) **Less Than Significant Impact.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations (see items III a) through III c) regarding criteria pollutants). A very preliminary CalEEMod evaluation was conducted for the proposed project to evaluate PM 10 and PM 2.5 emissions for Localized Significance Thresholds. Utilizing watering criteria of three (3) times per day and applying reduction values consistent with AQMD mitigation measure examples and comparing those



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findings to the AQMD Look-Up Tables for a five (5) acre project size and 25 meter distance to a sensitive receptor (as a conservative approach), the PM-10 and PM-2.5 emissions would be 7.05 lbs./day for PM2.5 and 6.12 lbs./day for PM10, which is below construction threshold levels of 9 lbs./day and 14 lbs./day, respectively. As such, the project's construction and operations would not result in any significant air pollutant emissions, and nearby sensitive receptors (consisting of residences) would not be significantly impacted by such emissions utilizing the dust control mitigation measure listed below.

With regard to potentially hazardous air emissions, small amounts of hazardous air pollutants are contained in the diesel exhaust of the construction equipment to be used to prepare the site and develop the proposed housing units. Diesel exposure risk is calculated based on a 70-year lifetime with the receptor located outdoors permanently. Resident exposure to construction equipment exhaust emissions would only be for several months. The combination of limited exhaust particulate emissions, brief resident exposure and generally high dispersal rates during the daytime renders hazardous emissions impacts as less-than-significant.

For those reason, impacts are less than significant and an assessment of potential human health risks attributable to emissions of hazardous air pollutants is not required.

- III e) **Less than Significant Impact.** The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the project's (long-term operational) uses. Standard AQMD construction requirements would minimize odor impacts resulting from construction activity. Any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of construction activity and is thus be considered less than significant.

Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors from the project and operations would be less than significant and no mitigation is required.

**SIGNIFICANCE:** Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:



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## **AIR QUALITY MITIGATION MEASURES:**

**AQ-1 AQ/Dust Control Plan.** The developer will prepare, submit, and obtain approval from the San Bernardino County Planning of a Dust Control Plan (DCP) consistent with South Coast Air Quality Management District guidelines and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP will include the following elements to reduce dust production:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day.
- b) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
- c) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
- d) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
- e) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
- f) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.
- g) Storm water control systems shall be installed to prevent off-site mud deposition.
- h) All trucks hauling dirt away from the site shall be covered.
- i) Construction vehicle tires shall be washed, prior to leaving the project site.
- j) Rumble plates shall be installed at construction exits from dirt driveways.
- k) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- l) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

**AQ-2 AQ - Construction Mitigation.** The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- a) Provide documentation prior to beginning construction demonstrating that the Project will comply with all SCAQMD regulations including 402 (nuisance), 403 (fugitive dust), 431.1(sulfur content of gaseous fuels), 431.2 (sulfur content of liquid fuels), 1113 (architectural coatings), and 1403 (asbestos emissions from demolition activities).

- b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
- c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
- d) All gasoline-powered equipment shall have catalytic converters.
- e) Provide onsite electrical power to encourage use of electric tools.
- f) Minimize concurrent use of equipment through equipment phasing.
- g) Provide traffic control during construction to reduce wait times.
- h) Provide on-site food service for construction workers to reduce offsite trips.
- i) Implement the County approved Dust Control Plan (DCP)
- j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).



**IV. BIOLOGICAL RESOURCES - Would the project:**

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION :**

- IV a) **Less Than Significant with Mitigation Incorporated.** The 16.8 acre project site currently contains harvested citrus and avocado groves and disturbed habitats as shown in the Exhibit 1. Soil in the area consists of Soboba gravelly loam. The areas surrounding the parcels consist of a mix of agricultural property and modern housing developments. The *General Biological Resource Study* prepared by ECORP Consulting, Inc. dated 3/15/16 reported native plant species are absent, with the exception of a few planted California fan palm (*Washingtonia filifera*). Wildlife species detected by the biologist were mostly native species typical of the surrounding suburban environment. The red-shouldered hawk was

observed on site but no additional wildlife species, including sensitive plant life were observed on the property. Although orchards have the potential to support nesting birds, no existing nests or roosts were observed during the biological survey that was conducted on March 1, 2016. The site does not provide habitat for the San Bernardino kangaroo rat. The biological findings concluded that the project site is considered to be unoccupied by sensitive biological resources. To mitigate any potential impacts to the on-site nesting of bird, including sensitive burrowing owls, a mitigation measure is recommended to be included as part of the project's conditions of approval that would reduce impacts to less than significant levels.

Exhibit 1



- IV b) **No Impact.** The site does not contain any riparian habitat. As cited in IV a), the site is dominated by citrus and other orchard tree species, with a mostly non-herbaceous, disturbed and ruderal understory. Native species are absent from the site with the exception of a few planted California fan palms. No identified drainage courses traverse the project site.
- IV c) **No Impact.** No surface water bodies exist on the project site and no wetlands as defined by Section 404 of the Clean Water Act were identified on the project site.
- IV d) **No Impact.** This project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, because there are no such corridors due to the extensive urban development surrounding the project site.



- IV e) **No Impact.** This project will not conflict with local policies or ordinances protecting native trees. Section 88.01.070 (b) of the San Bernardino Development Code provides that native trees with a six inch or greater stem diameter or 19 inches in circumference measured 4.5 feet above natural grade level can be removed with an approved Tree or Plan Removal Permit. Citrus and avocado trees are not native trees and would not be covered by this regulation.
- IV f) **No Impact.** The proposed project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

**SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:**

**BIOLOGICAL MITIGATION MEASURES:**

**BIO-1** *Pre-construction Nesting Bird Surveys and Avoidance.* Within 30 days prior to demolition, tree removal, vegetation clearing or ground disturbance associated with grading that would occur during the nesting/breeding season (between February 15 and September 1) the applicant shall retain a qualified biologist, knowledgeable in local birds and their nesting preferences, to conduct a pre-construction survey for nesting bird species. The survey shall be conducted no more than seven (7) days prior to initiation of disturbance work and will be conducted to ensure compliance with the federal Migratory Bird Treaty Act and CFG Code Section 3504.5. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities.

*If active nests are found during the breeding season then no-work buffer zones shall be established around the active nests by a qualified biologist (typically 250 feet radius for a songbird and 500 feet for raptors). A lesser distance may be approved in consultation with the California Department of Fish and Wildlife. Demolition, tree removal, vegetation clearing, and ground disturbance shall be postponed or halted within the buffer zone until a qualified biologist determines that the nest is no longer active. No-work buffers shall be established in the field with highly visible construction fencing or flagging, and construction personnel shall be instructed on the sensitivity of nest areas. A qualified biologist shall serve as a grading and construction monitor during those periods to regularly monitor active nests to ensure that no inadvertent impacts on these nests occur and to determine when the nests become inactive so that buffer restrictions may be removed.*

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>V. CULTURAL RESOURCES</b> - Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION** (Check if the project is located in the Cultural ☐ or Paleontologic ☐ Resources overlays or cite results of cultural resource review):

- V a) **Less than Significant Impact with Mitigation Incorporated.** A *Cultural Resources Investigation* was prepared for the project site by ECORP Consulting in response to a request by the South Central Coastal Information Center that "A Phase I archaeological survey should be done by a professional archaeologist prior to approval of project plans." The *Investigation* included both a records search within one (1) mile of the project site and a field survey of the property. 30 previously recorded cultural resources were identified within one (1) mile of the project site and included refuse scatters, road-alignments or rights-of-way, and multiple historic water conveyances or irrigation features. The results of the project site *Investigation* revealed the property contained a number of smudge-pots and standpipes throughout the property. The *Investigation* identified and evaluated six (6) features of the standpipe irrigation system to determine their eligibility for inclusion in the California Register of Historic Resources. These features were not found to be significant related to either their location, design, setting, materials, workmanship, feeling (historic sense of the time period) or association with an important historical event or person. One large cast-iron wood burning oven was also identified, but noted it as probably relocated to the property. The irrigation-related features were noted as being generally ubiquitous within agricultural/citrus areas and not unique nor significant.

The site is bounded by existing single family residential uses and various undeveloped lots. A review of historical aerial photos from NETR Online for the Year 1938 display the area as a citrus grove. Mapping also provided by NETR Online around the 1900's also identified a rail spur within approximately 1/3 mile to the southwest of the project site indicating early development activity in the area.

Pursuant to the requirements of AB52, the County has received a response from the San Manuel Indian Tribe related to conditioning the project to undertake spot monitoring during



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tree removal. A preliminary condition has been prepared that is acceptable to the Tribe.

A *Cultural Resources Assessment* was conducted for a project approximately one mile to the west of the project site. The Assessment noted that no prehistoric sites were documented within ½ mile of that project site. Although the subject property is within the boundary ancestral land area of the tribes, as provided by their requests to be notified pursuant to AB 52, this specific site is not known to be connected with any specific ancestral use of the property. Consequently, the project will have less than significant impacts and inclusion of the recommended condition of approval adequately addresses potential adverse impacts.

- V b) **Less Than Significant Impact.** The field survey referenced in response to section V a) above did not find any prehistoric artifacts or features. Based upon residential development within the general area and contact with the San Manuel Indian Tribe, it is not anticipated that the project will not have any impacts to archaeological resources.
- V c) **Less Than Significant Impact.** The project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic features, since the site has been highly disturbed as a result of on-going agriculture activity.
- V d) **Less Than Significant Impact.** This project is not likely to disturb any human remains including those interred outside of formal cemeteries. No burial grounds are known to exist on the project site given the substantive ground disturbance resulting from citrus agricultural farming. However, should any human remains be discovered during operation of the proposed use, the stipulations set forth in Section 21083.1 of the California Public Resources Code must be met. All construction or excavation shall cease in the immediate area of the find(s) until the County Coroner, by law, has determined if the remains are human and/or archaeological in character. If the remains are human and archaeological, the landowner shall consult with a qualified archaeologist and a representative of the applicable Native American tribe. Impacts will be less than significant with implementation of existing regulations.

**SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:**

**C-1** *Cultural resource monitoring shall occur during any Project-related ground-disturbing activity that includes a qualified archaeological monitor and a Native American monitor to determine if potentially significant resources exist. Prior to initiating ground disturbance activities a letter shall be provided to the Planning Division confirming that arrangements have been made with the Soboba Indians to provide site monitoring.*

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VI. GEOLOGY AND SOILS - Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION** (Check ☐ if project is located in the Geologic Hazards Overlay District):

*The following summaries are based in part on the National Resources Conservation Service Soil Survey.*

VI a) **Less Than Significant Impact.** The project will not expose people or structures to



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potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, because the project site lies outside of any Alquist-Priolo Special Studies Zone. The Report of Preliminary Geotechnical/Geological Study submitted by the applicant noted that the closest of the six (6) significant regional faults, the San Andreas Fault, San Bernardino Segment, is approximately five (5) miles from the project site. The project site is also not located within a County fault hazard overlay or on any known fault. The site is approximately ¼ mile from a County designated fault site located to the southeast.

VI b) **Less Than Significant Impact.** The project will not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Although the entirety of the County is subject to strong ground shaking, the proposed development will be reviewed and approved subject to County Building and Safety building code standards with appropriate seismic standards. Adherence to building standards and requirements contained in the building and fire code for the design of the proposed structures will ensure that structures do not collapse during strong ground shaking.

VI c) **Less Than Significant Impact.** The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The County Geologic Hazard Map indicates that the site is highly susceptible to liquefaction. However, the above listed geotechnical report estimated the water depth at approximately 90 feet based upon State Well data for a well approximately ¼ mile to the southwest. Due to the depth to groundwater in the area, the potential for liquefaction is less than significant.

VI d) **No Impact.** The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, because the project site and surrounding area is relatively flat.

VI b) **Less Than Significant Impact.** The project is not within an existing 100-year flood plain or defined drainage course. The project site is within a designated 500-year flood plain based upon a review of the County's Hazard Overlays Map. Measures to reduce and control the erosion of soil for future construction due to wind through SCAQMD Rule 403 for the control of fugitive dust and stormwater events through the Santa Ana Regional Water Quality Control Board (RWQCB) under administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department as part of its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust will reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) related to the finalized Water Quality Management Plan would minimize impacts during stormwater events.

VI c) **Less Than Significant Impact.** The previously referenced geotechnical study indicated the site contained silty, fine to coarse sand. The report also noted that if loose sandy soils exist on-site they would need to be removed due to their potential to settle during ground shaking events. Lateral spreading was also discussed within the report and identified as not significant.

- VI d) **Less Than Significant Impact.** The project geotechnical report noted the site soils did not have an expansion potential as established by the California Building Code.
- VI e) **No Impact.** The proposed project will connect to an existing sanitary sewer system and not utilize septic tanks or alternative wastewater disposal systems.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VII. GREENHOUSE GAS EMISSIONS - Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION** *The following summaries are based in part on the project Air Quality and Greenhouse Gas Emissions Analysis for TTM 18952, prepared by LSA Associates, Inc., October 2014*

VII a) **Less Than Significant Impact.** The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

The primary emissions resulting from the proposed project occur as carbon dioxide (CO<sub>2</sub>) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (NO<sub>x</sub>), Sulfur Dioxide (SO<sub>2</sub>) and Volatile Organic Compounds (VOC's), as well as other GHG emissions related to vehicle cooling systems and Particulate Matter, PM-10 and PM -2.5. As discussed in Section III of this document, the proposed residential subdivision does not significant contribute to air emissions. The air emissions calculated by the CalEEMod Model for the 131 single family lot Tentative Tract Map 18952 located one-mile to the west of the project site, determined that project construction and operations would generate 2,480 metric tons per year. Due to the proposed project's smaller size, it would neither violate any air quality standard nor contribute substantially to an existing or projected air quality violation, because it would not exceed SCAQMD GHG draft thresholds of 3,000 MTCO<sub>2e</sub> per year. As such, the projected GHG emissions for the 62 lot Tentative Tract Map 19991 would be less than significant.

While both air emissions and GHG emissions would not exceed their respective SCAQMD GHG thresholds, the subdivision project is subject to the County's GHG residential performance requirements to ensure their consistent application during development review. See response b) below. With the application of the GHG performance standards, projects exempt from CEQA and small projects that do not exceed 3,000 MTCO<sub>2e</sub> per year will be considered to be consistent with the County's GHG plan and determined to have a less than significant individual and cumulative impact for GHG emissions.



- VII b) **Less Than Significant Impact.** The proposed project would not conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases. In December 2011, the County Board of Supervisors adopted a Greenhouse Gas Emissions Reduction Plan (GHG Reduction Plan). The GHG Reduction Plan states that "with the application of GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO<sub>2e</sub> per year will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions." As GHG emissions will not exceed the 3,000 MTCO<sub>2e</sub> per year, the project is determined to be consistent with the County's GHG Reduction Plan. Nevertheless, the following GHG conditions shall be included as part of the projects conditions of approval, as required by the County's Greenhouse Gas Emissions criteria. With the addition of the following conditions to the project's conditions of approval indicated below, impacts arising from GHG will be less than significant.

## **RESIDENTIAL**

**G-1 Operational Standards.** The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:

- a) **Waste Stream Reduction.** The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
- b) **Vehicle Trip Reduction.** The "developer" shall provide to all tenants and homeowners County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, and/or providing a web site or message board for coordinating rides.
- c) **Provide Educational Materials.** The developer shall provide to all tenants and employees education materials and about reducing waste and available recycling services. The education materials shall be submitted to County Planning for review and approval.
- d) **Landscape Equipment.** The developer shall require in the landscape maintenance contract and/or onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

**G-2 Construction Standards.** The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:

- a) Implement both the approved Coating Restriction Plans.
- b) Select construction equipment based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.



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c) Grading plans shall include the following statements:

- "All construction equipment engines shall be properly tuned and maintained in accordance with the manufactures specifications prior to arriving on site and throughout construction duration."
  - "All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes."
- d) Schedule construction traffic ingress/egress to; not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flag person shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
- e) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal and cardboard) per County Solid Waste procedures.
- f) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

**G-3 Design Standards.** The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are to; reduce potential project impacts on greenhouse gases: Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.

- a) Meet Title 24 Energy Efficiency requirements implemented July 1, 2014. The Developer shall document that the design of the proposed structures meets the current Title 24 energy-efficiency requirements. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this requirement, provided that the total increase in efficiency meets or exceeds the cumulative goal (100% + of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended January 24, 2013; Cool Roof Coating performance standards as amended January 24, 2013):
- Incorporate dual paned or other energy efficient windows,
  - Incorporate energy efficient space heating and cooling equipment,
  - Incorporate energy efficient light fixtures, photocells, and motion detectors,
  - Incorporate energy efficient appliances,
  - Incorporate solar panels into the electrical system,
  - Incorporate cool roofs/light colored roofing,
  - Incorporate other measures that will increase energy efficiency.
  - Incorporate insulation to reduce heat transfer and thermal bridging.
  - Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.
- b) Plumbing. All plumbing shall incorporate the following:
- All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.



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- Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3
  - All hot water piping and storage tanks shall be insulated. Energy efficient boilers shall be used.
  - If possible, utilize grey water systems and dual plumbing for recycled water.
- c) Lighting. Lighting design for building interiors shall support the use of:
- Compact fluorescent light bulbs or equivalently efficient lighting.
  - Natural day lighting through site orientation and the use of reflected light.
  - Skylight/roof window systems.
  - Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.
  - A multi-zone programmable dimming system shall be used to control lighting to maximize the energy efficiency of lighting requirements at various times of the day.
  - The developer shall ensure that a minimum of 2.5 percent of the project's electricity needs is provided by on-site solar panels.
- b) Building Design. Building design and construction shall incorporate the following elements:
- Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities.
  - Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.
  - Roofing materials shall have a solar reflectance index of 78 or greater.
  - All supply duct work shall be sealed and leak-tested. Oval or round ducts shall be used for at least 75 percent of the supply duct work, excluding risers.
  - Energy Star or equivalent equipment shall be installed.
  - A building automation system including outdoor temperature/humidity sensors will control public area heating, vent, and air conditioning units.
- c) Landscaping. The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.
- d) Irrigation. The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or

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broke head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.

- e) Recycling. Exterior storage areas for recyclables and green waste shall be provided. Adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
- f) Transportation Demand Management (TDM) Program. The project shall include adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. If available, mass transit facilities shall be provided (e.g., bus stop bench/shelter). The developer shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is available to tenants and homeowners.

**G-4 Installation/Implementation Standards.** The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:

- a) Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by 5 percent.
- b) All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.
- c) Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.



# **VIII. HAZARDS AND HAZARDOUS MATERIALS -**

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- VIII a) **Less Than Significant Impact.** The proposed project is not expected to result in impacts from hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This is because the proposed project would not involve the routine transport, use, or disposal of significant amounts of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. During construction, the proposed project would involve the transport of general construction materials (i.e., concrete, wood, roofing materials, paints, etc.) as well as the materials necessary to construct the proposed project.

Construction activities would involve the use of some hazardous materials such as fuels and greases for the fueling and servicing of construction equipment. Such substances may be stored in temporary storage tanks/sheds that would be located on the project site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose workers. The use, storage, transport and disposal of hazardous materials used in construction of the subdivision would be carried out in accordance with federal, state, and County requirements. No extremely hazardous substances (i.e., governed under Title 40, Part 355 of the Code of Federal Regulations) are anticipated to be produced, used stored, transported, or disposed of as a result of the subdivision's project construction.

The project would be required to comply with federal, state, and county laws, ordinances, and regulations. Therefore, the project would result in a less than significant impact related to the creation of significant hazards through the routine transport, use or disposal of hazardous materials.

- VIII b) **Less than Significant Impact.** The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With the exception of construction-related materials such as fuels, lubricants, adhesives, and solvents, the proposed project would not generate or require the use or storage of significant quantities of hazardous substances. Additionally, any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Compliance with regulations and standard protocols during the storage, transportation, and usage of any hazardous materials would ensure no substantial impacts would occur.
- VIII c) **No Impact.** The future occupants of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school because the residential project does not propose the use of hazardous materials. The closest schools to the proposed project site are Mentone Elementary School, approximately 0.6 mile to the northwest, and Redlands East Valley High School, approximately 0.9 mile to the southwest. There would be no impact related to hazardous emissions or the handling of hazardous materials near schools resulting from implementation of the project.



- VIII d) **No Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. A review of the geographic area utilizing the State of California's EnviroStor program provided by the Department of Toxic Substances Control and the GeoTracker program provided by the California State Waterboard did not find any cleanup sites or leaking underground fuel tank cleanup sites listed around the project area. As such, the proposed project would not create a significant hazard to the public or the environment.
- VIII e) **No Impact.** The proposed project area is located in the vicinity of the Redlands Municipal Airport, located approximately 1.8 miles to the northwest. The site is not within the boundaries of the airport compatibility plan, which exist north of Mentone Boulevard, would not impose safety hazards for people residing or working in the project area as a result of the proximity to an airport.
- VIII f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip. Therefore, it would not result in a safety hazard for people residing or working in the project area.
- VIII g) **No Impact.** Activities associated with the proposed project would not impede existing emergency response plans for the project site and/or other land uses in the project vicinity. The project would not result in any closures of existing roadways that might have an effect on emergency response or evacuation plans in the vicinity of the project site. In addition, all vehicles and stationary equipment would be staged off public roads and would not block emergency access routes. Accordingly, implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- VIII h) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, as the project will be located within a developed residential area. The project site is not identified as being within an identified Fire Hazard Severity Zone in the Cal Fire State Responsibility Area or within a Very High Fire Hazard Safety Zone designated for Local Responsibility Areas. The project is in an urbanized area and is not located in a County fire safety overlay district.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required.**

		Impact	Mitigation Incorp.		
<b>IX.</b>	<b>HYDROLOGY AND WATER QUALITY - Would the project:</b>				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h)	Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



j) Inundation by seiche, tsunami, or mudflow?

☐☐☐☒

### SUBSTANTIATION

IX a) **Less Than Significant Impact.** The project would not violate any water quality standards or waste discharge requirements, because a final Water Quality Management Plan (WQMP) would be required to be prepared and approved by the Land Development Division as part of the building permit(s) process. As detailed in the Hydrology Study and Preliminary WQMP, the proposed development would include a Retention Basin, cited as Lot "A" on the Tentative Tract Map. Lot A is design to maintain 55,785 cubic feet of flow. The retention basin will be utilized to not only treat the flow from the site from the proposed streets, but retain the increment increase in stormwater runoff, and allow for groundwater replenishment. The retention basin would need to be maintained either by a Homeowners Association or County Special Districts to ensure adequate maintenance of the facility.

The conditions will also require the following as standard conditions of approval:

1. NPDES Permit: An NPDES permit – Notice of Intent (NOI) – is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)
2. Regional Board Permit Letter: CONSTRUCTION projects involving one or more acres must be accompanied by a copy of the Regional Board permit letter with the WDID #. Construction activity includes clearing, grading or excavation that result in the disturbance of at least one (1) acre of land total.

IX b) **Less Than Significant Impact.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Groundwater infiltration will still occur as discussed in section IX a) above. Potable water would be provided by the City of Redlands. The City of Redlands currently serves the existing structures located on and around the project site. The City utilizes groundwater, surface, and state water project sources to provide domestic water. Water imported from the state water project is either used or banked in groundwater storage, based upon information in the *Upper Santa Ana River Watershed Integrated Regional Water Management Plan, January 2015* that was developed by 14 agencies, including the Cities of Redlands, Rialto, and Loma Linda, and West Valley Water District. The IRWM states that "During multi-year and single-year droughts, the IRWM Region is more reliant upon groundwater. Based on groundwater modeling of the SBBA, during a dry period, agencies typically increase their groundwater extractions to overcome any deficiency in local surface water and imported water supplies. Computer modeling suggest that groundwater extractions in the SBBA will increase to meet the demands in drought years if imported water is captured and stored when it is available in 'wet years'". (p. 3-19) At this time, the City of Redlands has indicated that sufficient water supplies are available to meet the projected demands of the proposed project.

IX c) **Less Than Significant Impact.** The project would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site. The project site is not traversed by an identified drainage course nor is it within a 100-year flood



plain. The proposed development will utilize a retention basin to capture the increased stormwater events to maintain site discharge levels to their pre-development condition for flow and volume. The proposed retention basin, designated Lot A, is designed to contain a cubic capacity of 55,785 cubic feet of water. The project is also required to submit and implement an erosion control plan, and construction would be subject to a Storm Water Pollution Prevention Plan (SWPPP) to prevent erosion or sedimentation during project construction.

- IX d) **Less than Significant Impact.** As described in c) above, the project would not impact any drainage courses, and the project would not otherwise result in any noteworthy change in the drainage pattern of the site or area. As shown on the hydrology plan, the project would not result in a substantial alteration to the drainage pattern of the site or area, nor would it result in any substantial increase in runoff that could cause flooding on-or off-site. The project site is relatively flat with a gradual increase in elevation between four to eight feet. The project would remain flat after construction is completed.
- IX e) **Less than Significant Impact.** Please refer to response IX a) above. The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm, water drainage systems to provide substantial additional sources of polluted runoff, because the County has reviewed the proposed project Hydrology study and determined that the proposed on-site water retention system is adequate to handle the anticipated overflows. All necessary drainage improvements both on and off site would be required as conditions of the construction of the project, and would be subject to the same dust control measures, including Best Management Practices for water quality and other standards and requirements that apply to on-site construction. With the installation of the retention basis, the existing runoff to downstream properties will be reduced. Storm drains are not required for the project as the site is not adjacent to the Comprehensive Storm Drain Plan lines.
- IX f) **Less than Significant Impact.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to retention of the incremental increase in stormwater discharge and water quality protection, including erosion control measures, have been required. Please refer to responses IX a) – e) above.
- IX g) **Less than Significant Impact.** The proposed project site is not located within a 100-year flood plain, but is within a 500-year flood plain as mapped on the County's Hazards Map.
- IX h) **Less than Significant Impact.** The project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows, because the site is not located within a 100 year flood hazard area or any area identified as being potentially affected by a 100-year storm. The project is located within Flood Zone X according to FEMA Panel Number 8730, dated 8/28/2008, defined as "Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood."
- IX i) **Less Than Significant Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a



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potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation.

- IX j) **No Impact.** The project site will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water or within an area subject to the potential of seiche or tsunami. Based on the responses to Sections VI a) and VI b) of this Initial Study, the project site is also not located in an area prone to landslides.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>X. LAND USE AND PLANNING - Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUBSTANTIATION

- X a) **No Impact.** The proposed project would not physically divide an established community, because the proposed single family residential project is located in a residentially urbanized area that is adjacent to existing single-family residential uses. As such, the project represent a continuation of the existing residential development pattern around the site. The proposed project is designed to enhance and integrate within the established residential community, and is a logical and orderly extension of the residential uses.
- X b) **Less Than Significant Impact.** The project would not conflict with any applicable land use plan, policy or regulation of agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because is consistent with the residentially zoned Single Residential (RS) zoned property. It is also not located within an identified 100-year flood plain, geologic fault hazard area or noise hazard area. The project will be developed consistent with the all applicable land use policies and regulations of the County Development Code and General Plan.
- X c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans, because no such plan exists in the area.



	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XI. MINERAL RESOURCES - Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION :**

- XI a) **Less Than Significant Impact.** The project site is located within an area identified as MRZ-2, defined "where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists", based upon a review of the Mineral Land Classification Map, San Bernardino P-C Region, prepared by the State of California, Department of Conservation. The project site is relatively small for a mining operation and incompatible with the area's existing and planned land uses. No mining operations are currently located on site or in the project vicinity.
- XI b) **No Impact.** The County of San Bernardino General Plan does not identify any locally important mineral resources in the area.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XII. NOISE</b> - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUBSTANTIATION

- XII a) **Less Than Significant Impact with Mitigation.** Pursuant to section 83.01.080 of the County Development Code, interior noise levels in all single family residences shall not exceed 45 dBA Day-Night Sound Level (Ldn) emanating from sources outside the residential building. The exterior noise levels in single family residential land use areas should not exceed 60 dBA Ldn for any exterior residential use area. However, an exterior noise level of up to 65 dBA is permitted, provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technologies.

Lots along the existing streets of Nice Avenue and Sapphire Avenue would be exposed to noise levels above the standard with windows open because of the traffic on those respective streets. Homes must be designed to ensure interior noise levels will meet County noise standards. As such, a mitigation measure has been recommended to require



the installation of noise attenuation design to maintain interior noise levels at a minimum of 45 dBA. In certain instances this will require the installation of air conditioning units to ensure that windows can remain closed for prolonged periods of time.

- XII b) **Less Than Significant Impact with Mitigation.** Groundbourne vibration and groundbourne noise could originate from earth movement during the construction phase of the proposed project. Construction activities may result in short term impacts to the noise environment including groundbourne vibration and noise. Potential impacts from ground vibration occurring during construction periods, between the hours of 7:00 am and 7:00 pm are exempt from County vibration standards. Motor vehicle use during project operation are also exempt from County vibration standards. Potential impacts due to noise would be short term during construction and would end once the project is operational. At buildout the project is not expected to generate groundbourne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of Mitigation Measure N-1 outlined below. Impacts associated with exposure of person to noise, with the implementation of mitigation measure N-1 would be less than significant.
- XII c) **Less Than Significant Impact.** The project is located in a residentially zoned area permitting single family and multiple family uses. Previous agricultural activity in the area consisting predominately of citrus and avocado orchards has been converted to residential uses. The proposed project is consistent with the surrounding zoning districts and no zone change is proposed. Impacts from noise would arise temporarily due to housing construction. During this period, the project would be subject to the noise standards of the County Development Code. Adherence to the County noise standards during construction will mitigate noise impacts.
- XII d) **Less Than Significant Impact with Mitigation.** Construction of the proposed project would result in a temporary increase to existing ambient noise levels around the project site. The San Bernardino County Development Code Section 83.01(g) exempts construction related noise occurring between 7:00 am and 6:00 pm Monday through Saturday, excluding holidays, to be exempt from adopted noise standards. Short-term impacts associated with construction would be limited to the greatest extent practical with the implementation of Mitigation Measure N-1. The project would also be conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA. Therefore, with implementation of Mitigation Measure N-1, temporary or periodic noise impacts would be less-than-significant.
- XII e) **No Impact.** The project site is not located within the noise contours of any airport nor is it located within the boundary of a County Airport Safety Review Area as designated by the San Bernardino County Land Use Plan Hazard Overlay.
- XII f) **No Impact.** The project is not located within two miles of a private airstrip and therefore will not expose persons to excessive noise levels from aircraft operations from private airstrips.

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**SIGNIFICANCE:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

**NOISE MITIGATION MEASURE:**

- N-1 Noise Mitigation.** The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:
- a) Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
  - b) Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.
  - c) Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.
  - d) All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.
  - e) Homes shall incorporate noise attenuation design intended to maintain interior noise levels at a minimum of 45 dBA.



	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XIII. POPULATION AND HOUSING - Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### SUBSTANTIATION

- XIII a) **Less Than Significant Impact.** The proposed project is not expected to induce substantial population growth in the area, either directly or indirectly, because the project only proposes 62 lots.

Growth induced by a project could be considered a significant impact if it directly or indirectly affects the ability of public agencies to provide services. Public services for this project would be provided by a number of public agencies, including the County of San Bernardino and the City of Redlands. No service provider has indicated inability to serve the project. The project site is substantially surrounded by residential development and located within an area that has undergone a continual transition from rural to urban use since at least 1980, based upon a review of historical aerial photos. Therefore, the additional population growth represented by the proposed project is less than significant.

- XIII b) **No Impact.** The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, because the project site contains no existing housing that will be removed.
- XIII c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, because the project site is currently not developed with any homes that will be demolished. Therefore, no adverse impacts are anticipated.

#### XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### SUBSTANTIATION

Due to the project site being located within an urbanized/developed area, a full range of urban public services is available to serve the project site.

- XIV a) **Less Than Significant Impact.** The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities. Construction of the project would increase property tax revenues and impact fees to provide a source of funding that is sufficient to offset increases in the anticipated demands for public services generated by this project. Examples of development impact fees include the Redlands Unified School District fee of \$3.51 per square foot of assessable space and the San Bernardino County Regional Transportation Development Mitigation Fee Plan Area for the Redlands Subarea in the amount of \$7,063 per dwelling unit.

While the proposed project would likely create a slight increase in the demand for parks or the availability of parks due to the increase in population, project impacts, given the size of the project and available private open space on individual lots, the impact would be less than significant.

Other Public Facilities. The proposed subdivision would generate an increased demand for other public facilities, such as water and sewer pipelines and treatment capacity. However, given the relative size of the subdivision and resulting population increase compared with the



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area, the project's increase would not be substantial, and negating the need to construct new facilities. Therefore, while the proposed project would likely create a slight increase in the demand for other public facilities, its relatively small size and residential use would not result in a significant impact.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XV. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### SUBSTANTIATION

- XV a) **Less Than Significant Impact.** The proposed 62 unit single family residential project is not expected to result in a significant increase in the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Community parks are available throughout the area, operated primarily by the City of Redlands. The closest City park is Crafton Park and Wabash Avenue. Existing regional parks are adequate to handle regional park needs of future residents of the project.
- XV b) **No Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.



	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC - Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION** *The following summaries are based in part on the project Traffic Study prepared by Kunzman Associates in January 2015.*

**XVI a) Less Than Significant Impact with Mitigation.** The proposed project includes new interior residential roadways, as displayed on the tentative tract and improvement to adjoining surrounding streets, consistent with current county standards. The future interior roadways would provide a right-of-way (ROW) width of 50 feet containing two lanes (one lane in each direction), 36 feet of curb-to-curb separation, and 7 foot wide sidewalks on both sides of each street. Given that the internal circulation and access have been designed to meet the County's standards (i.e., street ROW, curb-to-curb width, turn radii, etc.), no impacts to circulation or emergency vehicles is anticipated.

This project falls within the Regional Transportation Development Mitigation Fee Plan for the Redlands Subarea. The purpose of the fee is to off-set the potential adverse effects of

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increased vehicle trips on area roadways. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and building permits requested. Therefore, with implementation of Mitigation Measures T-1 and T-2, the potential impacts to area roadways would be reduced to less than significant.

The project site is located just south of State Route 38, Mentone Blvd. Bus service operated by Omnitrans is available in this area, with the easterly end of Route 8 traversing easterly along Mentone Blvd. to Crafton Avenue, where it turns south and transitions to San Canyon Road and ending at Crafton Hills College. The bus line is approximately ½ mile from the project site and also extends westerly to the Redlands Mall and Loma Linda University Medical Center.

No bicycle lanes exist in the area, but sidewalks currently exist along the westerly side of Sapphire Avenue, south of Mentone Boulevard.

Caltrans is continuing to evaluate additional technical materials provided by the applicant's traffic engineer. A number of letters have been issued by Caltrans related to potential issues and improvements. In latest letter responded to by the applicant's engineer, Caltrans comments generally focused on the following issues related to the intersection of Sapphire Avenue and Highway 38:

- Ensuring adequate sight distance. Trees may obscure the clear vision area and need to be removed.

*Applicant's response:* The applicant's traffic engineer provided information indicating an adequate corner sight distance triangle is currently available for north bound Sapphire Avenue traffic based upon a design speed of 45 mph, a corner sight distance of 495 feet utilizing the State Highway Design Manual, and use of field survey photographs. As such, no trees would need to be removed.

- Consideration of intersection lighting at Sapphire Avenue and Highway 38.

*Applicant's response:* A number of criteria must be met for this to be required. 1) A minimum vehicle volume (MVV), an interruption of continuous traffic (ICT) or minimum pedestrian volume (MPV) must be satisfied. Based upon peak evening hour traffic volume forecasts for Year 2040 With Project conditions, the MVV and ICT are not satisfied. It is also highly unlikely that the number of pedestrians would exceed the number of vehicles entering Sapphire Avenue (75 per hour). 2) The collision history for the intersection for January 2015 to December 2016 found one accident. The threshold for intersection lighting is four or more nighttime accidents within a 12-month period or six or more within a consecutive 24-month period. 3) Another evaluation factor is whether the site has an intersection flashing beacon or traffic signal. Neither of these facilities exist. 4) Lastly, the combination of factors such as sight distance that constitute a confusing or unsatisfactory condition that may be improved by intersection lighting. The existing roadway does not have significant horizontal or vertical roadway curvature and both roadways form a relatively standard intersection. As such, intersection lighting was found not be warranted.



- Conducting a left and right turn lane warrant analysis.

*Applicant's response:* The applicant's traffic engineer provided information indicating that right-turn lanes cannot be justified based upon capacity, analysis, and crash experience. On the basis of roadway capacity, right turn lanes are not warranted since traffic is projected to operate a LOS A during peak hours. The installation of right turn lanes would not be necessary to minimize same direction accidents, based upon an evaluation of collision history at the intersection. However, left lane approaches are recommended due to traffic volumes. Left turn lanes would ultimately require roadway widening near the intersection.

- Assessing bicycle and pedestrian safety.

*Applicant's response:* The applicant's traffic engineer provided information documenting the intersection is unsignalized and no connecting sidewalks exist in the County. The applicant's letter indicated better crossing locations exist at Crafton Avenue and are within a convenient walking distance to nearby schools. The letter also noted Class II bicycle lanes are currently planned along Mentone Boulevard. School Districts are also responsible for establishing a process to determine to provide for students in route and from school. Lastly, the letter indicated the County would generally assist the Redlands Unified School District with planning and implementation of school area traffic controls.

- Reduction in LOS E at Sapphire Avenue and Highway 38.

In addition to the items listed above the updated Traffic Study also identified a potential Level of Service (LOS) for the intersection of Sapphire and Highway 38 E. Level of Service E is not an acceptable LOS based upon County criteria. A letter from the applicant's traffic engineer, dated October 25, 2016, indicated that "If the County is resolved to address the perceived impact at Sapphire Avenue/SR-38, the following mitigation measure is recommended for Year 20140 With Project traffic conditions:

*"Install traffic sign R33A (CA) in accordance with the CA MUTCD to restrict the northbound left-turn movement from 4 – 6 PM."*

Although Caltrans has not issued a final letter indicating acceptance of the responses provided by the applicant's engineer, the discussion provided above identifies Caltrans concerns related to potential issues and environmental impacts. Should Caltrans disagree with the engineer's responses and require installation of certain improvements, such as a traffic signal, they would be considered within the range of items discussed within this document and not new mitigation measures, based upon the recommended mitigation measure language provided below. None of the possible improvements would result in adverse impacts due to their construction or operation.

To ensure adequate measures are undertaken to address potential environmental impacts associated with the approval of the proposed Project, the following measure is meant to ensure potential Caltrans concerns referenced in their November 16, 2016, letter to the



County are undertaken and/or installed as necessary:

- ***Measures instituted by the County of San Bernardino and/or Caltrans to improve traffic movements and respond to potential environmental impacts, such as lane stripping, traffic sign, tree removal, fee payment, traffic signalization or other right of way and roadway improvements for vehicles or pedestrians, such as sidewalks, are to be undertaken during the appropriate construction phase.***

XVI b) **Less Than Significant Impact.** Mentone Boulevard/Highway 38 is designated as a Congestion Management Program (CMP) roadway in the 2016 Update to the CMP. The Update provides that State Route 38 operates at a Level of Service (LOS) of A for am and pm hours. A traffic study was prepared by Kunzman Associates, dated September 30, 2016. The traffic analysis examined the following scenarios:

- Existing traffic conditions;
- Existing plus project conditions;
- Opening Year (2018) without project conditions;
- Opening year (2018) with project conditions;
- Year 2040 without project conditions, and,
- Year 2040 with project conditions.

The project's study area included the intersections of Crafton Avenue and Nice Avenue, Mentone Boulevard (SR-38) and Sapphire Avenue, Sapphire Avenue and Nice Avenue, the proposed intersection of Florence Avenue and Nice Avenue and proposed intersection of Venice Drive and Nice Avenue. Identification of the study area was based on the forecast contribution of peak hour project-generated trips on the roadway segments near the project site. Based on the Congestion Management Program (CMP) for San Bernardino County a Traffic Impact Analysis is to be prepared when the anticipated project trip contribution equals or exceed 50 two-way trips in the peak hours on arterial roadways. The County of San Bernardino Plan Circulation Element has established Level of Service (LOS) D as the minimum acceptable LOS during peak hours for the County's transportation system in the Valley Region. Roadway facilities operating at LOS E or F are considered deficient.

The Project traffic study concluded that the project's study area intersections currently operate within acceptable Levels of Service (LOS) during the peak hours for existing traffic conditions. The project would generate approximately 590 daily trips, 47 trips which would occur during the morning peak hour and 62 trips occur during the evening peak hour. The table listed below summarizes the traffic scenarios for existing and projected LOS associated with the project.

Level of Service	Result
Existing Plus Project Intersection Delay & LOS	No significant traffic impacts at the study intersections for existing plus project traffic conditions.
Opening Year w/out Intersection Delay & LOS	Study area intersections projected to operate with acceptable LOS during peak hours for opening year w/out project traffic conditions.
Opening year with project Intersection Delay & LOS	Project is forecast to result in no significant traffic impacts at the study intersections for Opening Year w/project traffic conditions, although Sapphire Ave/Mentone Blvd. intersection is projected to be LOS C.



Year 2040 w/out project Intersection delay & LOS	Study area intersections are projected to operate w/in acceptable LOS during peak hours for year 2040 w/out project traffic conditions.
Year 2040 with Project Intersection Delay and LOS	Study area intersections projected to operate w/in acceptable LOS during peak hours for year 2040 with project traffic conditions, with the exception of Sapphire Ave/Mentone Blvd, which will operate at LOS E for peak hour trips, without improvements. The Traffic Study indicated "that a queue of more than one vehicle will occur very infrequently for the northbound approach." Caltrans has recommended the installation of a stop sign, but the traffic study has not identified that as a solution.

With the proposed mitigation measure to provide payment of the regional fee contribution, impacts would be reduced to less than significant.

- XVI c) **No Impact.** The proposed project would not affect air traffic patterns. The project is single family residential and would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated effect on air traffic volumes by passengers or freight generated by the proposed use and no new air traffic facilities are proposed. Also see responses to Section VIII Hazards and Hazardous Materials.
- XVI d) **Less Than Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible uses, because there are no incompatible uses proposed by the project that would adversely affect surrounding land uses. Roadway intersections would meet County requirements for visibility and separation from other intersections. Please refer to responses to Section XVI a) above. As such, the proposed project would not create dangerous intersections.
- XVI e) **No Impact.** The proposed project would not result in inadequate emergency access to the project area. During project construction, public roads would remain open and available for use by emergency vehicles and other traffic. The project site provides alternative site access along existing public streets and interior roadways ensuring available access to emergency vehicles.
- XV f) **Less Than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The project is not located adjacent to or near an existing bike path, nor does the County have adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project site. Bus service operated by Omnitrans would not be affected by the proposed project.

**SIGNIFICANCE:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

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## **TRAFFIC MITIGATION MESURE:**

**T-1) Regional Transportation Fee:** This project falls within the Regional Transportation Development Mitigation Fee Plan for the Redlands Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the fee is \$7,063 for single family dwelling unit. There are 62 single family residential units per the Tentative Tract Map 19991 dated March 9, 2016. Therefore, the estimated Regional Transportation Fees are \$437,906 (62 units x \$7,063 per unit). These fees are subject to change periodically. The current Regional Transportation Development Mitigation Plan can be found at the following website:

[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)

**T-2) Improvements:** Measures instituted by the County of San Bernardino and/or Caltrans to improve traffic movements and respond to potential environmental impacts, such as lane stripping, traffic sign, tree removal, fee payment, traffic signalization or other right of way and roadway improvements for vehicles or pedestrians, such as sidewalks, are to be undertaken during the appropriate construction phase.



	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### SUBSTANTIATION

XVII a) **Less Than Significant Impact.** Wastewater service for the project would be provided by the City of Redlands. Wastewater would be conveyed in public sewer lines in the public street rights-of-way on and off-site to existing sewer lines. As such, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region. The City of Redlands Municipal Utilities and Engineering Web Site states the Redlands Wastewater Treatment Facility "has the ability to process 9.5 million gallons of wastewater per day, and is currently processing about 6 million gallons per day." As such, the City has adequate wastewater treatment capacity to meet the needs of the proposed project.

XVII b) **Less Than Significant Impact.** The proposed project would not require or result in a need for

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new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing systems for the proposed use as noted in the responses provided in other sections of this document. The proposed project would be served by existing City of Redlands sewer and water lines in closest proximity to the project.

- XVII c) **Less Than Significant Impact.** The project proposes an infiltration basin to capture an estimated 55,785 cubic feet of stormwater flows. Sheet flow along the project's interior street will be captured along Venice Avenue and Florence Drive and piped to the basin. The entire subdivision will also contain an interconnected culvert system that stretches along the perimeter of the subdivision to channel water to the basin and the storm drain system at the intersection of Sapphire Avenue/Nice Avenue. Both the basin and culvert system would be designed in accordance with County standards.

A Final WQMP is required prior to issuance of a grading permit, which would ensure that the project design complies with regulations and requirements associated with hydrology and water quality. The project is not expected to significantly alter off-site drainage patterns and no expansion or new storm drain facilities beyond what is already planned for area-wide drainage would be required.

- XVII d) **Less Than Significant Impact.** Sufficient water supplies are available to serve the project from existing entitlements and resources. Due to the relatively small scale project in comparison to the City of Redlands's current service system and previously discussed information contained in Section IX **Hydrology and Water Quality**, the City has adequate capacity to accommodate the project and the impact of the project on water supplies would be less than significant.

- XVII e) **Less Than Significant Impact.** The proposed project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities based upon information contained on the City's Web Site and detailed in Section a) above. As such, the City of Redlands has adequate capacity to serve the projected wastewater treatment demand for the project.

Connection to the sewer system may be required to go through County of San Bernardino Local Agency Formation Commission (LAFCO), as part of their interagency agreement process. This has been listed as a condition of approval as part of Environmental Health Department approval.

- XVII f) **Less Than Significant Impact.** The project includes 62 residential units. Disposal Rates for single family units with San Bernardino County, based upon Overall Residential Waste Stream by Material Type, provided by the CalRecycle Web Site operated by the State of California, is .41 tons per residence, per year, resulting in an estimated tonnage for the development of approximately 25 tons per year. Additionally the development will require the demolition of the existing structures on site and pavement.



The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of six landfills and seventeen transfer stations operated by the County. According to the 2012 San Bernardino Countywide Integrated Waste Management Plan, the County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The system wide characteristics indicate that the County has an estimated site-life capacity of 63 years. Existing landfills serving the project area are the Mid-Valley Landfill in Rialto and San Timoteo Landfill in Redlands. The Mid-Valley Landfill has a maximum permitted daily capacity of 7,500 tons and 67,520,000 of remaining capacity as of September 2009. The San Timoteo Landfill has a maximum permitted daily capacity of 2,000 tons, and 13,605,488 cubic yards of remaining capacity as of approximately 2013. Due to the capacity of area landfills, the solid waste system has sufficient permitted capacity to accommodate the project's solid waste disposal needs.

This project falls within a Uniform Handling Service area. All owners of a dwelling unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This service area includes waste and recycling services.

- XVII g) **Less than Significant Impact.** The proposed project is required to comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance. Operational disposal would involve the collection of waste from a franchise company and disposed of within a licensed facility.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |                                     | <input type="checkbox"/> |

### SUBSTANTIATION

- XVIII a) **Less Than Significant With Mitigation Incorporated.** The project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory, based upon the analysis conducted as part of this review. There are no rare or endangered species or other species of plants, animals or habitat identified as being significant and adversely affected by this project. There are no identified historic or prehistoric resources on the project site. Comments have been provided by the San Manuel Indians the project be conditioned to undertake spot monitoring during tree removal. If any archaeological or paleontological resources are identified during project construction, the project is conditioned to stop and identify appropriate authorities, who would properly record and/or remove any such finds for classification.
- XVIII b) **Less Than Significant.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable



future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period.

Identified project impacts would not exceed threshold levels and are consistent with regional plans. The project would not have impacts that are individually limited, but cumulatively considerable. Special studies have been prepared to analyze potential impacts of the project and did not identify significant issues or potential impacts that could not be effectively mitigated. Existing and planned infrastructure in the area is intended to accommodate build out of the area, including the project site with the planned uses.

- XVIII c) **Less Than Significant With Mitigation Incorporated.** The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified through the review of other sources or by other agencies.

Increases in air quality emissions, noise, and traffic will be created by the implementation of the project. These potential impacts have been thoroughly evaluated and impacts related to air quality, noise, and traffic were determined to be less than significant with adherence to mandatory requirements and incorporation of appropriate mitigation measures, such as the payment of Regional Transportation Development Mitigation Fee Plan for the Redlands Subarea.

Implementation of mitigation measures and adherence to mandatory development requirements and standard conditions will ensure that impacts from the project are neither individually significant nor cumulatively considerable in terms of any adverse effects upon the area or region.

## **XIX. MITIGATION MEASURES**

(Any mitigation measures, which are not 'self-monitoring', shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

### **AIR QUALITY MITIGATION MEASURES:**

**AQ-1** AQ/Dust Control Plan. The developer will prepare, submit, and obtain approval from the San Bernardino County Planning of a Dust Control Plan (DCP) consistent with South Coast Air Quality Management District guidelines and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP will include the following elements to reduce dust production:

- m) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day.*
- n) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.*
- o) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*



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- p) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
  - q) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - r) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.
  - s) Storm water control systems shall be installed to prevent off-site mud deposition.
  - t) All trucks hauling dirt away from the site shall be covered.
  - u) Construction vehicle tires shall be washed, prior to leaving the project site.
  - v) Rumble plates shall be installed at construction exits from dirt driveways.
  - w) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - x) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

**AQ-2** AQ-Installation. The developer will submit for review and obtain approval from County Planning evidence that all air quality mitigation measures have been installed properly and that specified performance objectives

#### **BIOLOGICAL MITIGATION MEASURES:**

**BIO-1** Pre-construction Nesting Bird Surveys and Avoidance. Within 30 days prior to demolition, tree removal, vegetation clearing or ground disturbance associated with grading that would occur during the nesting/breeding season (between February 15 and September 1) the applicant shall retain a qualified biologist, knowledgeable in local birds and their nesting preferences, to conduct a pre-construction survey for nesting bird species. The survey shall be conducted no more than seven (7) days prior to initiation of disturbance work and will be conducted to ensure compliance with the federal Migratory Bird Treaty Act and CFG Code Section 3504.5. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities.

If active nests are found during the breeding season then no-work buffer zones shall be established around the active nests by a qualified biologist (typically 250 feet radius for a songbird and 500 feet for raptors). A lesser distance may be approved in consultation with the California Department of Fish and Wildlife. Demolition, tree removal, vegetation clearing, and ground disturbance shall be postponed or halted within the buffer zone until a qualified biologist determines that the nest is no longer active. No-work buffers shall be established in the field with highly visible construction fencing or flagging, and construction personnel shall be instructed on the sensitivity of nest areas. A qualified biologist shall serve as a grading and construction monitor during those periods to regularly monitor active nests to ensure that no inadvertent impacts on these nests occur and to determine when the nests become inactive so that buffer restrictions may be removed.



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## **NOISE MITIGATION MEASURES:**

**N-1 Noise Mitigation.** The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:

- a) Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
- b) Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.
- c) Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.
- d) All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.
- e) Homes shall incorporate noise attenuation design intended to maintain interior noise levels at a minimum of 45 dBA.

## **TRAFFIC MITIGATION MEASURES:**

**T-1) Regional Transportation Fee:** This project falls within the Regional Transportation Development Mitigation Fee Plan for the Redlands Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the fee is \$7,063 for single family dwelling unit. There are 62 single family residential units per the Tentative Tract Map 19991 dated March 9, 2016. Therefore, the estimated Regional Transportation Fees are \$437,906 (62 units x \$7,063 per unit). These fees are subject to change periodically. The current Regional Transportation Development Mitigation Plan can be found at the following website:

[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)

**T-2) Improvements:** Measures instituted by the County of San Bernardino and/or Caltrans to improve traffic movements and respond to potential environmental impacts, such as lane stripping, traffic sign, tree removal, fee payment, traffic signalization or other right of way and roadway improvements for vehicles or pedestrians, such as sidewalks, are to be undertaken during the appropriate construction phase.

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**GENERAL REFERENCES:** (List author or agency, date, title)

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California Department of Conservation Farmland Mapping & Monitoring Program. San Bernardino County Important Farmland (Sheet 2 of 2).

California Department of Conservation. Land Conservation (Williamson Act) Maps San Bernardino County (Sheet 2 of 2).

California Department of Conservation. Mineral Land Classification Map, San Bernardino P-C Region.

California Department of Fish & Wildlife. Natural Community Conservation Planning Maps & California Regional Conservation Plans Map. Accessed May 2016.

California Department of Forestry & Fire Protection. Fire Hazard Severity Zone Map. Accessed May 2016.

California Department of Resources Recycling and Recovery (CalRecycle). Disposal Reporting System. Accessed June 2016.

CEQA Guidelines, Statute and Guidelines, Appendix G (Environmental Checklist Form), 2014; Accessed May 2016

County of San Bernardino Development Code, Adopted 2007 and Revised 2013.

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County of San Bernardino Land Use Services Planning Department. Zoning & Hazard Overlay Maps. Accessed May 2016.

County of San Bernardino. Land Use Zoning Districts Map. Accessed May 2016.

Greenhouse Gas Emissions, Development Review Process County of San Bernardino, California, ATKINS Report, Updated March 2015; accessed May 2016.

OmniTrans, Route 8 Information. Accessed June 2016.

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

Upper Santa Ana River Watershed Integrated Regional Water Management Plan, January 2015.



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**PROJECT SPECIFIC STUDIES:**

Kunzman Associates. *Traffic Impact Analysis*. September 30, 2016

ECORP Consulting, Environmental Consultants, *General Biological Resource Study*, April 1, 2016

ECORP Consulting, Environmental Consultants, *Cultural Resources Investigation for Tentative Tract Map 19991 (APH: 0298-261-46) in the Community of Mentone, San Bernardino County, California*, July 2016

**SPECIFIC REFERENCES:**

LSA Air Quality and Greenhouse Gas Emissions Analysis, TTM 18952, October 2014

LSA Cultural Resources Assessment, TTM 18952, July 2014

LSA Noise Impact Analysis, TTM 18952, May 2014